

INFORMATION REPORT

CD NO.

SUBJECT Eastward Movement of Railroad Tank Cars via Frankfurt/Oder

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NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. On 11 September 1950, Major Ostroumov, the Soviet head of the transport department of the SKK, telephoned a senior MIAM transport official at Frankfurt/Oder and asked him somewhat heatedly why gasoline tank cars were being held up at the Frankfurt/Oder marshaling yards. The MIAM official admitted that empty tank cars were often held up from four to six days on the German side before being sent eastward, for which the reasons were: firstly, the absence of accompanying papers (which were usually forwarded through the mail from MIAM in Berlin); secondly, the obstinacy of the Polish railroad authorities, who refused to accept tank cars until they had been made up into full train-loads; and thirdly, the difficulty of making up these train-loads with the lack of marshaling space at Frankfurt/Oder (there are only six freight and four passenger lines). At these excuses Ostroumov appeared to lose his temper, and said he would order the sending of a military guard there which would insure (by force of arms if necessary) that there would be no further delay in the forwarding of the empty tank cars.

2. During the week of 3 to 9 September, 160 empty tank cars passed eastward through Frankfurt/Oder. Sixty-two of these were of 30-ton capacity and the remainder of 15 ton. One hundred twelve tank cars were destined for Praga (Warsaw), 43 for Beuthen (Bytom) and 13 for Chabinka.* During the same period thirty-one 30-ton tank cars passed eastward destined for Bielsko-Biala. These contained aviation gasoline. An instruction of 7 September from RBD Berlin mentioned that after emptying at Bielsko-Biala, these and subsequent tank cars were to be cleaned out and forwarded to Chabinka for the loading of glycerine for the DDR (the instruction referred to an agreement reached between the RBD and PKP, the Polish State Railway Administration). Between 3 and 9 September, fourteen 15-ton tank cars passed westward through Kistrin-Kietz bound for Schöneck/Elbe; the cars contained pure glycerine, which had been loaded by Derutra in Chabinka.

3. The following list shows movements of gasoline tank cars eastward through the frontier station of Frankfurt/Oder during the period 1 to 25 August 1950.

CLASSIFICATION SECRET/CONTROL U.S. EYES ONLY									
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB							
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Those marked with an "x" were loaded with petroleum,** all the rest were empty. The consigning agency for the tank cars was in all cases RBD Dresden. The destinations were indicated to the transport authorities at Frankfurt/Oder as "PKP - Adm. Ar. Lo. T", followed by the destination as below. No gasoline tank cars returned westward through Frankfurt/Oder during this period.

Date	No. of tank cars	Capacity	Destination
1 August	14	30 tons	Warsaw
2 "	11	30 "	"
3 "	7	15 "	Beuthen (Bytom)
4 "	31	30 "	" "
5 "	14	15 "	Kattowitz
6 "	14	30 "	Beuthen (Bytom)
7 "	56	15 "	Bielsko-Biala x
8 "	-	-	-
9 "	31	30 "	Warsaw
10 "	-	-	-
11 "	-	-	-
12 "	14	15 "	Beuthen (Bytom)
13 "	7	30 "	Bielsko-Biala x
14 "	9	15 "	Warsaw
15 "	7	30 "	Kattowitz
16 "	33	15 "	Warsaw
17 "	-	-	-
18 "	-	-	-
19 "	16	15 "	Warsaw x
20 "	23	15 "	Radom
21 "	-	-	-
22 "	-	-	-
23 "	-	-	-
24 "	9	15 "	Beuthen (Bytom)
25 "	23	15 "	Bielsko-Biala x

* Comment: Chabinka (Polish spelling Zabinka) is on the main rail-road line northeast of Brest-Litovsk. 50X1-HUM

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